

But what about its 40 time?

"That's a great question," Bettis said. "I should have asked."

No one's asking Bettis about his own time in the 40 lately. He resumed running only last week for the first time since he gained 8 yards on 9 carries in the Steelers' 24-17 AFC championship loss to the New England Patriots at Heinz Field. Bettis missed the previous six games with a groin injury.

It has left some people questioning whether he can keep going as he enters his 10th NFL season after celebrating his 30th birthday. He was leading the NFL with 1,072 yards in the 11th game—and climbed to 12th on the all-time list with 10,876 yards—when he was hurt.

Let there be doubters, Bettis said from Germany.

"It'll be 10 years this year; I don't think I have to prove anything," Bettis said. "I just need to be 100 percent healthy, go out there and duplicate what I did last year. Everybody knows what I'm capable of. I'm not really worried about that at all."

"I'm used to that. Going into every season, the questions have always been about me, and I've always proved everybody wrong, I'm not really concerned about it. If people are concerned about me and my ability to go out there and play, they just need to check my track record. This is something I've been doing a long time."

Bettis has never failed to reach 1,000 yards in his six seasons with the Steelers and missed it only once in his three with the Rams. Until last season, he had missed only three games in his career. He is the NFL's second-leading rusher behind Emmitt Smith of Dallas, and he could reasonably become the NFL's ninth-leading rusher by the end of the season. He needs just 361 yards to surpass O.J. Simpson.

Bettis overcame a more serious groin injury at the end of the 1996 season and came back to have his career high in 1997 with 1,665 yards. But then, he was 25.

"Yeah, it's an injury that I've had to scrap and battle back from," Bettis said. "Fortunately for me, I've had the time to get healthy. And so, that's what I'm doing. There's no reason to rush back and jump back on the field for nothing. We don't play a game until September, so I don't plan to be doing that much crazy stuff until training camp."

Bettis was heading for another 350-carry season when he was hurt. He had 375 carries in 1997 and 355 in 2000, his two highest. Those days might be over. The Steelers would like to boost the number of times Amos Zereoue runs with the ball. Bettis welcomes it.

"That would be a great opportunity to increase this offense," Bettis said. "It's all about the team at this point. Hopefully, he will get opportunities. When I was in there [last year], he was getting more and more opportunities. I don't think anything's going to change."

"I encourage that, plus it helps me out. I don't have to take it 30, 35 times. The old man can't do that all the time anymore. That was the plan last year, and it was working. Unfortunately, I just didn't hold up my part of the deal."

Today, Bettis will join Titans halfback Eddie George and NFL Commissioner Paul Tagliabue on a visit to the Landstuhl Regional Medical Center, where many U.S. soldiers with more than groin injuries from the fighting in Afghanistan are recuperating.

Bettis anticipated the visit as much as he does running on Monday Night Football.

"I'm just looking forward to saying thank you. My goal was just to shake as many hands as I could, say as many thank yous as I could and kind of express the thoughts and minds of all the Americans back home that,

hey, we're with you guys, we're not abandoning you guys, we're living it with you"

"So many times, you never get the appreciation. I wanted to say thank you, we appreciate you for what you're doing for us."

[From the Stars and Stripes, Apr. 26, 2002]

NFL GOES LONG ON PROMISE TO DONATE GEAR TO MILITARY

(By Kevin Dougherty)

WIESBADEN, GERMANY.—People often make promises, and a good number of them honor the pledges. But enough, more than enough, don't.

So when NFL commissioner Paul Tagliabue said during a visit last month to a U.S. Army base in Germany that he wanted "to do something for these people," folks smiled, nodded and didn't dwell on it for too long.

Roughly two weeks later, Gail Camillo, USO-Europe's regional director, got a call from the commissioner's office. The message: Huddle together and figure out how many pigskins and how much flag football equipment you think you need.

"This shows where their heart is, and that they appreciate us," Army Sgt. Major Edward Faust said Thursday, as Tagliabue worked his way to a podium for a ceremonial handoff of gridiron equipment.

Military communities throughout Germany scored big Thursday when the NFL donated 1,405 footballs to unit, youth services and DODDS football teams and programs. In addition to the footballs, the league donated 8,825 pairs of flags for flag football and 5,224 cones to mark boundaries or for use in drills.

The equipment is going to be distributed to Army and Air Force installations across Europe. The USO will pass the goods to unit level football teams, youth services leagues—flag as well as tackle—and to Department of Defense Dependents Schools.

In all, 664 teams will benefit from the gift.

"Any donation like this really helps us out as far as the bottom line," said Air Force Col. Al Swain, the director of staff for U.S. Air Forces in Europe.

Tagliabue made the presentation at the Wiesbaden Army Airfield, the site of his March visit. He was joined by Pittsburgh Steelers running back Jerome Bettis. Tennessee Titans running back Eddie George is scheduled to catch up with the group Friday, which will conduct visits with troops in Kaiserslautern, Hanau, Landstuhl and Baumholder. Their tour includes a morning stop at the Landstuhl Regional Medical Center and a meeting with troops injured in Operation Enduring Freedom.

"So long as you are on the front lines," Tagliabue said, "we in the NFL will make sure you remain on the front page."

STUDENT CONGRESSIONAL TOWN MEETING

HON. BERNARD SANDERS

OF VERMONT

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 9, 2002

Mr. SANDERS. Mr. Speaker, today, I recognize the outstanding work done by participants in my Student Congressional Town Meeting held this spring at the University of Vermont. These participants were part of a group of high school students from around Vermont who testified about the concerns they have as teenagers, and about what they would like to see government do regarding these concerns.

REGARDING NECESSITY OF AMTRAK

(By Joseph Ferris)

Thank you for allowing me to speak here.

In the winter of 1997, Congress withheld \$2.2 billion from Amtrak, that had already been promised. Eventually, Congress allocated the money to Amtrak, with the stipulation that Amtrak achieve self-sufficiency by 2002. It is now 2002, and Amtrak has yet to attain self-sufficiency, and several congressional leaders, as well as the Amtrak Reform Council, are calling for the privatization. In the following minutes, I will explain to what the failures of achieving self-sufficiency can be attributed, and why such a radical idea such as privatization is unnecessary for Amtrak.

First, the costs to run Amtrak are astronomical. It costs \$3 million a year to maintain stations, tunnels and rails at operational conditions. Since 1997, there has been a \$5.8 billion backlog in work, in yards, equipment and technology. Also, Amtrak pays \$400 million to \$600 million a year to freight rail companies to use their tracks outside of the northeast corridor.

The funds Amtrak needs are \$20 billion to repair the century-and-a-half old East River and Hudson River tunnels that enter into Penn Station. Also, several billion dollars to implement the security systems necessary after September 11th. And also, in the fiscal year of 2003, Amtrak needs \$1.2 billion to operate long-distance trains along with other routes.

Now the money Amtrak is actually given over their 31 years history is trifling compared to the money that government doles out to airports and roads in a singular year. Over 30 years, Amtrak has been given a total of \$23 billion, last year Amtrak got \$560 million, compared to 13 billion for airports and 33 billion for roads. Airlines received massive bailouts after September 11th. Amtrak was given only a token \$100 million for security.

Amtrak right now is caught in catch-22. It needs money to fix rails and crumbling infrastructure, but Congress won't give money to something they don't think will be around in a few years. Therefore, the following happens. Even though new trains, such as the Excel Express, are running, old rails only allow it to run at top speed for 18 miles of the 452-mile run from Boston to DC. Amtrak could be making money if the 2001 High-Speed Rail Initiative had not been killed in Congress. And also, a bill allowing for tax-exempt bonds, and loan guarantees for construction was pushed through the House and Senate.

Also, there is a severe philosophical and policy planning issue in Washington, DC right now. Though several national agencies are involved, none has ever set a policy path for Amtrak. Second, Amtrak has never had a dedicated source of funding that they could build around. Also, Congress expects Amtrak to make a profit, while history clearly indicates the exact opposite. Passenger rail was never a moneymaker. Even the New York Central in its heyday, with the Twentieth Century Limited, lost money on each passenger per mile. Even the European high-speed lines, which are heralded as blueprints for privatization, are money-losers. Thus, it would be ludicrous for Amtrak, which suffers from a fundamental problem—underinvestment—to then be expected to turn a tidy profit. Even though Amtrak's funding has been severely reduced, there are many positive signs that need to be highlighted before a decision about Amtrak's fate is made.

But first, right now, the status quo: We have wing-lock, gridlock, air congestion, rising gas prices, and in some major metropolitan cities, six-hour long rush hours. Also, airplanes release poisonous toxins into the upper atmosphere at rates astronomical compared to what trains release.

Also, rail works. It's the safest and most reliable transportation system during

storms. In the past decade, light rail and freight expansion have worked. Also, passenger trains are two to eight times more fuel-efficient than planes, and much more economical.

The Pacific Northwest Corridor, which is run by Amtrak and the state governments of Oregon and Washington, has seen a dramatic increase over the past decade, after infusion of state money was allowed to build a high-speed rail corridor. Also, sleeping cars, which are often referred to as archaic, and for train/bus alone, experienced an increase of 19 percent over last year's statistics. February of 2002 was the sixth straight month that rail ridership was up and air ridership went down.

Amtrak handles 40 percent of all traffic in the New York-Washington, DC, corridor. If high-speed rail corridors were developed in Florida, the southeast and Texas, *per se*, they could garner up to 20 to 30 percent of all traffic in that area. Ridership from 1978 to 2001 increased 24 percent, while funding was drastically cut by almost 80 percent.

What should be done? I believe a one-cent tax should be instituted on all gasoline purchases, as well as a one-and-a-half cent tax on all domestic airplane tickets, which would give Amtrak a sustained source of income coming out to about \$3.1 billion a year.

Also, Amtrak should be given \$50 billion grants spread over two years to replace antiquated signals, rails, equipment and technology. Congress shall reintroduce the \$12 billion high-speed rail initiative, and will follow the DOT's report on high-speed rail corridors, which indoctrinated eleven corridors in 33 states. A system of 80 percent matching funds will be established to match funds invested by state and local government; because, right now, states and local governments get zero percent matching funds, while for highway they get almost a hundred percent.

An independent committee will be formed to find timesaving and performance-enhancing changes, such as customs agents will be put aboard international trains, and will check passenger IDs at each respective station that the passenger gets on, instead of at the border, which causes a backlog of about three hours.

Also, mail cars, which in the status quo are put on after the train is boarded in the yard, which costs another two hours for each train, will now be added to the train when it is put together in the yard, so there will be a flow from the station to point B.

Thank you very much.

REGARDING CHILD LABOR

(By Colin Robinson, Marcia Lo Monoco, Sarah Kunz, and Delia Kipp)

COLIN ROBINSON. Good morning, Congressman Sanders and Professor Gutman.

Our testimony is going to begin with a description of the problem of child labor, and then we're going to move on to an explanation of the causes of child labor, then possible solutions, and wrapping up with what the Child Labor Education Act, CLEA, has done in Guatemala.

MARCIA LO MONOCO. Exploitative child labor is when children work under conditions that are hazardous to their physical and/or mental health, when they are deprived of an opportunity to get an education, and not paid a liveable wage. Once children begin to work, sometimes as early as the age of 4, their chances to change the future are very small.

It is common to think that child labor is a problem in Third World countries, but it is also a very real problem in the United States. One million children in the U.S. pick the produce we eat every day. There are an estimated 250,000 sweat shops in American cities. But child labor is a global problem.

The most prevalent type of child labor is agricultural work. Children work in fields for long, hard hours, and are exposed to hazardous chemicals. Children also work in manufacturing, construction, mining, the sex trade, and bonded labor. Bonded labor is when children are sold by their parents to manufacturers, where they are sometimes chained to their machines or locked in work-rooms. Child labor is a global problem which prevents educational opportunities and continues the cycle of poverty and deprivation.

SARAH KUNZ. Child labor is one of the most heinous human rights violations occurring today. It can be thought of as a fire sparked by the oppressive cyclical nature of capitalism and fueled by corporate greed and corporate imperialism. American megacorporations such as Nike, Disney and Universityware exploit Third World economies through promises of mass employment. Instead, mass poverty ensues, due to subpoverty wages.

The frightening phenomenon that is globalization creates homogenous global markets driven by low wages and high profit margins. New global trade agreements and organizations such as NAFTA, WTO, the IMF, and pending free-trade areas of the Americas in effect declare labor laws barriers to trade. Union-busting in sweat shops, mines and fields all around the world destroy democratic principles at their roots.

The oppressive nature of capitalism inherently creates such conditions as poverty and inopportunity. The child population is easily manipulated and often exemplifies the most desperate of the human condition. Due to the plight of the economically distressed, many children have no other choice than to work.

COLIN ROBINSON. The issue of a solution to child labor is one that is intimately intertwined with the global economy. However, the exploitation and abuse of innocent children cannot be outrightly ignored. A solution will come out of hard work and education. We must educate people about the human rights abuses, about the four-year-olds carrying twenty pounds of bricks, about the young boys and girls forced to work the streets, selling their bodies for sex. We need to create a conscious consumer, starting at a young age, a consumer who will think twice before buying goods made by children.

Furthermore, we must appeal to lawmakers, lobbyists and corporate officers to instate rules giving children their rights. Through letters, we have a voice. The 1998 bonded labor act, written by you, Congressman Sanders, was the first step in this branch of change. Finally, the fortunate youth of the industrialized world can unite to help their distant peers. Through student organizations like ours, CLEA, Child Labor Education in Action, the youth have a voice. It gives them a pulpit from which would be heard.

The child laborers of our world need a voice. So educate yourself and speak out.

DELIA KIPP. In April of 2001, sixteen students from Child Labor Education in Action traveled to Pasac Segundo in western highlands of Guatemala. The people of the Pasac Segundo are Mayans and victims of extraordinary poverty. This is an agricultural community, and here is where the children work, in the fields surrounding their homes. This is a place where the land is rich and the people are poor.

The children of the Pasac Segundo had no way of breaking the vicious poverty cycle until two years ago, when their parents and other community members joined together to start a school. We went to Pasac Segundo to help them build a new school. Alongside adults and children of the village, we cleared the land of stone and leveled the ground. We dug foundations and constructed rebar frames to reinforce cement and bricks.

We left with unbreakable ties and eagerness to continue to support the school. We have continued to fund-raise during the past school year. We held concerts, a benefit dinner, as well as many other successful activities. In total, we have given Pasac Segundo over \$6,000. In conjunction with many area elementary and high schools, we have collected school, health supplies, and shoes for children of Pasac Segundo. We are extremely excited and proud to announce that the school in Guatemala should be finished by the end of this month. We also invite students to learn more about our building project in Guatemala and our organization by visiting table in lobby or <http://www.clea.sit.edu>.

COLIN ROBINSON. And I'd like to thank you, Congressman Sanders, for allowing us to be here.

EXPRESSING SOLIDARITY WITH ISRAEL IN ITS FIGHT AGAINST TERRORISM

SPEECH OF

HON. MICHAEL M. HONDA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, May 2, 2002

Mr. HONDA. Mr. Speaker, I come to the floor of the House of Representatives today in the name of democracy, in the name of hope, and in the name of peace.

As long-standing supporters of Israel, we recognize and respect Israel's unquestioned right to self-defense.

The United States has a long history of promoting and supporting democracies. It has long considered Israel its closest ally in the Middle East, because Israel is a democracy.

It is because of our passion for democracy that we cast votes against the procedural steps needed to bring House Resolution 392 to the floor.

These procedural steps prevented any amendments or any substitute resolutions to be considered by the Congress. We were not permitted to consider or debate either Senator LIEBERMAN's or Congressman DEFAZIO's language.

We were not given the opportunity to meet with our constituents and hear their thoughts and concerns on this divisive and complicated matter. Nor were there any hearings on this resolution. This is wrong and does not speak to debate that is central to our democratic process.

While we support House Resolution 392 in its final form, we have concerns that this resolution presents a one-sided view of a many-sided reality.

We cannot ignore the suffering of the Palestinian people and the loss of innocent civilians.

We cannot ignore the economic hardship the Palestinians have endured as they continue their attempts to create their own Democratic nation.

And we cannot ignore the physical damage done to Palestinian infrastructure in Jenin, in Ramallah and other towns in the West Bank.

Even with the Resolution's shortcomings, we believe it is critical to speak out against acts of terrorism that have claimed the lives of thousands of innocent Israeli civilians.

The United States is scarred by its own September 11 experience and we have a new and somber national consciousness of terrorism on our soil.